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The Daily Press.

HONGKONG, JULY 30TH, 1912.

A RETURN recently prepared by the Commissioner of Education at Canton shows

that there are in that city 12,649 boys between the ages of 7 and 10 (anglic, 6 and 9) and that of these 5,160, or 40 per cent, attend school, while 7,489 (50 per cent) do not.

With girls, the proportion reached by the schools is far less: of the 11,371 who are between the ages, only 1,502 (13 per cent) go to school, and about 87 per cent do not. We must confess that we attach very little weight to Chinese statistics, but these serve to emphasize facts already known—that while education is making great progress in China, it is almost entirely among the male sex, and though there is a great educational leeway to be made up in every branch, it is disproportionately great

in the case of girls. At the same time, the other side of the picture must not be overlooked, for ten years ago girls' schools were practically non-existent. There are, unfortunately, no figures to serve for purposes of comparison, though it may be noted for what it is worth that in the largest province of China there were two years ago, according to its Commissioner of Education, only 2,838 girl scholars as against 270,859 boys.

The reasons why education has made so little progress among the female sex in China are not far to seek. For years the one regular and orthodox way of admission into official employment was by competitive examination, and the educational system of China was devised solely with a view to these examinations, for which, of course, women were not admissible. In addition to

this, the lot of women was one of semi-slavery, with no freedom of intercourse and with no mental outlook; the result of all these causes combined being that the women of China are undoubtedly inferior intellectually to the men. As modern education made headway through the country, there was no lack of men who, well-educated according to the ideas of Old China, had not succeeded in obtaining government employment, but who were nevertheless endowed with sufficient mental activity to adapt themselves to the conditions of the new educational system. Many of these were able to pick up a modicum of arithmetic and English, and so became instructors in the modern schools. Of the instruction given by them in modern subjects the less said the better: still, their pupils had an advantage over those of the previous generation, for they acquired the normal knowledge of classical lore plus some slight smattering of Western learning. From this same class of unemployed scholars, too, were drawn the students sent to Japan and other countries, who have had such an important influence on the affairs of China during the last few months. We have here the foundations for progressive movement in the education of boys, but the veriest rudiments are wanting in the case of girls. Any great advance toward general female education has been, and for the present will continue to be, impossible owing to the absence of schoolmistresses. This is, however, a defect that time will remedy, and we look forward to the day when education will be as general among the girls of China as it is among the boys, to the great benefit of the country. For the progress that has already been made, small though it be, China must thank the foreign missionaries of various nationalities and creeds, who have for years been the only elevating influence in the land bearing on the female mind, and whose girls' schools—for a long time practically the only institutions of the kind—will be found to have contained the germ of female education for China.

TEASER, THE SHANGHAI RACE CLUB have decided to hold the Autumn Race Meeting on November 11th, 12th and 13th and the Off-day will be on November 16th. The meeting will thus begin on the second, not the first, Monday in the month.

Yesterday Inspector Dymond prosecuted a Chinese with having sold books without having a hawker's licence. He informed his Worship (Mr. E. A. Irving) that prior to selling the books the defendant delivered a lecture advocating revolution. He was fined \$10 or one month in prison.

A fine of \$100 was yesterday imposed upon a man convicted of having kept a lottery house and sold lottery tickets.

While Sergeant Lee was executing a gambling raid at the old Western Market one of the men arrested bit his little finger very badly.

For stealing a quantity of hawser rope from a steamer in the harbour a Chinese was at the Magistracy yesterday sentenced to pay a fine of \$10 or go to prison for fourteen days.

Two Chinese who tried to rescue a hawker as he was being taken to the Police Station were yesterday brought before the Magistrate, who bound them over in the sum of \$100 each to come up for judgment when called upon.

The Stewards of the Shanghai Race Club have decided to hold the Autumn Race Meeting on November 11th, 12th and 13th and the Off-day will be on November 16th. The meeting will thus begin on the second, not the first, Monday in the month.

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The British steamer *Indravelli*, which has been sold to Japanese, arrived at Kobe from Yokohama on the 16th inst. The buyers are the Mitsui Bussan Kaisha and the sum paid for the vessel is reported to be £28,000. The *Indravelli* is a steel steamer of 4,828 tons gross, and was built at Glasgow in 1897.

A Chinese Company having a capital of \$400,000 has been formed to run tramways over the Chinese Bund at Shanghai. The contract for the construction of the line and the supplying of the tramway cars has been placed with the Siemens-China Electrical Engineering Co., and it is believed that either towards the end of the present year or the beginning of the next the work will be under way. It is understood that the cars will be supplied by this firm's English branch, Messrs. Siemens Bros. Dynamo Works, Ltd., while the rails will in all likelihood be imported from Germany.

**TYPHOOON WARNING.**

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 11.30 a.m. yesterday:

"Low pressure area over N. China Sea. A typhoon may develop later."

## KILLED ON THE RAILWAY.

A Chinese doctor, about 35 years of age, was killed on the railway near Taipo, on Sunday morning. Apparently he was walking along the line, and was overtaken by the up train leaving Kowloon at 8.15. His body was carried about 20 feet on the engine.

## THE BRITISH GUARD ON SHAMEEN.

An additional 50 men of the 126th Baluchistan Infantry have been despatched to reinforce the Garrison of the Shameen. We learn that this strengthening of the Garrison is devoid of any political significance, and that the purpose of it is merely in order to reduce the amount of night duty which has been found to be excessive for the small force which is there at present.

## THE "QUINTA" SOLD.

The German steamer *Quinta*, which went ashore on the Paracels about a month ago, was yesterday offered for sale by auction as she lies on the north reef with all her gear, machinery, stores, coal, etc. The sale was conducted by Mr. G. P. Lammett in the auction room in Duddell Street. The highest offer was \$850, which was accepted the purchaser being Mr. Fred. Ellis, broker.

## THE QUEUE CUTTING IN CHEFOO.

A correspondent at Chefoo writes to the *N.Y. Daily News*:—Your Chefoo correspondent has sent you some information in regard to the effects of the efforts to remove queues by force. Not only was the Chamber of Commerce closed for two days, but many of the shops refused to take down their boards. More well-to-do Chinese have left the city for Dalian, Japan and Tsingtao than at any time during the revolution.

At present there are three Tutus in the Province and there are more soldiers here than are needed. Those from Manchuria are not desired, either here or in the cities from which they have come. The same is true of the soldiers from the south. I learn on good authority that large numbers of soldiers who were formerly along the Tientsin-Pukou Railway, are en route to this place. This adds to the consternation of the people.

A Chinese boy, 14 years of age, who was convicted at the Magistracy yesterday of having snatched a bangle from a baby's wrist, was ordered to receive 19 strokes with the birch and to be detained for 24 hours.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## TOKYO'S GRIEF.

LONDON, July 29th.

Reuter's correspondent at Tokyo telegraphs that at three o'clock on Sunday afternoon it was known that the Emperor was rapidly sinking. The Crown Prince was summoned, and other members of the Royal Family kept constant watch.

Large crowds have been outside the Palace during the past week praying night and day for the recovery of His Majesty, the sights being most pathetic.

Throughout the city, too, shrines and temples are constantly thronged by praying citizens. In the geisha quarters the *camisen* is no longer heard, and despite the Minister of the Interior ordering the re-opening of the pleasure resorts, as their closing in contrary to Imperial wishes, theatres, etc., remain closed, the actors, actresses, geishas and wrestlers swelling the reverent and anxious throng around the Palace.

## AFFAIRS IN CHINESE TURKESTAN.

BURNING AND LOOTING AT KHOTAN.

LONDON, July 29th.

Reuter's correspondent at St. Petersburg telegraphs that a message has been received there to the effect that a great fire took place at Khotan in Turkestan, in which 4,000 houses and warehouses were destroyed. The so-called popular militia caused the fire and looted everything.

## TROUBLED TURKEY.

LONDON, July 29th.

A message from Constantinople states that up till now there has been no sign of any attempt to execute the threat to forcibly dissolve the Chamber, which is sitting undisturbed.

## LABOUR PARTY AMBITIONS.

LONDON, July 29th.

Mr. Anderson, Chairman of the Independent Labour Party, in a speech at Bradford referring to the doubling of the Labour poll at Crewe, said that the Labour Party henceforth would fight every industrial seat where they were sufficiently organised, despite the protests of any one. It is anticipated that at the next election they will fight nearly 200 constituencies.

## DOCKERS' STRIKE TO CONTINUE.

LONDON, July 29th.

A meeting of 30,000 dockers unanimously decided to refuse to return to work on the ground that that there were no guarantees that the masters would maintain the agreements entered into before the strike. It is announced that there were sufficient funds to feed the women and children for three weeks.

## BRITISH MEDITERRANEAN FLEET.

LONDON, July 29th.

The Times states that the reinforcement of the torpedo flotilla at Malta will consist of twenty boats. These have already been selected.

## RIOTING IN AMERICAN MINING DISTRICT.

LONDON, July 29th.

Communication with Paint Creek has been restored. One miner was killed. Many shots were fired, but nobody else was injured.

A Chinese boy, 14 years of age, who was convicted at the Magistracy yesterday of having snatched a bangle from a baby's wrist, was ordered to receive 19 strokes with the birch and to be detained for 24 hours.

## THE "KUTSANG" CASE AT KOBE.

The *Japan Chronicle* has the following comments on this case:

Those who read the report of the *Kutsang* case will no doubt feel much sympathy for the position of Mr. J. A. C. Taylor, who has been ordered to pay a fine of 600 yen or undergo 200 days imprisonment. The charge against him, it will be remembered, was of gross negligence resulting in the drowning of seven men. The Court took the view that Mr. Taylor was responsible for the accident inasmuch as he rang the signal for the "stand-by" order, which started the trial revolution of the propeller, when he must have been aware of the fact that a steam-launch and a lighter were close to the propeller at the time. It is doubtful if the evidence can be said to afford proof of this contention.

Mr. Taylor had every reason to be satisfied that all was clear when he inspected the stern of the ship; and it was after he had left the prop that the ill-fated craft came within the danger zone. While it is true that no such accident would have occurred if Mr. Taylor had remained on the prop, and not left it to make a report in person to the Captain that all was clear for the trial of the propellers, it is also true that he was compelled to make such a report in accordance with his duties, for, in the absence of the third officer, he had to fulfil two important functions. Had a third officer been on board at the time, it would not have been necessary for Mr. Taylor to leave his station, for he could have signalled to the third mate on the bridge that all was clear or the contrary. It is evident, therefore, that if anyone was to blame it was not the second officer, but the steamship company, the vessel not having sufficient officers.

The death of seven men is a very serious matter, and it is clear that no pains should be considered too great to fix the blame on the party responsible. It is absurd to argue that the lighter cooies were to blame for getting in the way. If the ship were steaming in to port and the lighter came within reach of the propeller, despite all warnings, then such an argument might have some weight. But the circumstances in this case were different. The *Kutsang* was stationary, and was not expected to leave port for another hour. How were the cooies to know that the engines were to start without any warning being given? It is clear on the face of it that the ship should have maintained a proper lookout on the prop until all possible danger was over, and this, as was admitted by the Captain and first and second officers, was not done because there were not sufficient officers on board at the time; they had to content themselves with doing the best they could in the circumstances. This naturally gives rise to the question, why was no other member of the crew told off to hold the station during the absence from the prop of the second officer? Would not a quarter-master have done just as well? Was there no boatswain on board sufficiently competent to wave a red flag to the bridge in the event of danger—in the event, that is to say, of a small boat coming within reach of the propeller's action? Nothing of the sort was done. Hence the unhappy loss of seven lives.

But even so, we think the Procurator went too far when he said that foreign navigators were prone to look upon Japanese cooies as little better than animals, and therefore the officers on board the *Kutsang* took no particular account of the loss of life which occurred on May 7th last. This was simply an appeal to prejudice, and was not justified by anything that took place. All who know Captain Bradley or his officers will be aware that they are not likely to be callous on the loss of human life. No boat was lowered because the men who remained afloat and could swim were all being picked up by the surrounding craft; in fact the Captain was only just in time to see the last man hauled out of the water on to a launch; with the exception of those who sank the men were safe on board the various craft in the vicinity when he reached the stern. Of course it may be argued that a boat could still have been launched to search for the men who had gone down, and we think this is a pity something of the sort was not done. But with so many boats about, we presume the Captain deemed it unnecessary to lower one of his own boats. Even so, it is a pity a boat was not launched, for as a result of this omission the Captain and his officers have drawn upon themselves a reproach which we think is quite unjustified. Apart from this, however, it will be agreed that the Court had considerable reason for putting the blame on the disaster upon the ship. The Judge who presided was very painstaking in the taking of evidence. Moreover, the Court got through the case with promptitude and dispatch, and in this case there certainly can be no complaint of procrasination or delay. Though we think the blame should be put on the company, the penalty imposed cannot be considered excessive in view of the circumstances.

Later Japanese papers mention that shortly after the sad accident, the Indo-China Steam Navigation Co. paid to the families of the men who lost their lives 320 yen each, besides providing a new steam launch in lieu of the one sunk.

The salvage work of the British cruiser *Bedford*, which sank two years ago off Quelpart Island, was undertaken by Mr. Suzuki, a contractor in Yokohama, in the autumn of 1910. Owing, however, to the rough seas, says the *Seoul Press* the result has so far been anything but satisfactory. During last winter the work was entirely suspended on account of the unfavourable weather, but operations were resumed in May last, and have since been continuously carried on. It is said that since the work was begun, brass and iron valued at Y. 6,280 and Y. 14,018 respectively have been recovered.

## THE PRESENT-DAY CANTON.

## THE CITY REVISITED.

It is always interesting to revisit a city after an absence of many months, especially when, during the interval, many stirring events have occurred. Canton is at all times a place of the deepest interest and mystery, and the mystery and the interest seem to have increased tenfold during the past eight or nine months. The writer made his journey to the Provincial capital by rail, and a few words concerning it may not be without interest.

## THE RAILWAY JOURNEY.

The ride through the New Territories is a delightful one. One after another, the most entrancing views open out to the delighted eye, and surely one of the prettiest bits of scenery is that near Shatin, where the railway skirts the shore on the right, while on the left the frowning hills rear themselves towards the sky. When the train passes Tai Po, however, the scenery becomes much less interesting, and from this point until Canton is reached there is very little to see but an eternal succession of paddy-fields with ranges of hills in the background. On the frontier near Sam-Chun a camp of our Baluchi warriors overlooks into Chinese territory, and from the opposite side waves the new rainbow flag of the Republic. There is a startling difference when the train enters Chinese territory. The smart soldierly Sikh policemen at the stations on the British station are replaced by armed Chinese guards at Sam-Chun. These guards are a sight for the gods. At this particular station they were dressed in a uniform of some kind of blue dungaree, fitting where it touched in true Chinese military style. Some had boots and some sandals, and some trod mother earth with their bare feet. All were armed with rifles and fixed bayonets, while each carried an astonishing number of cartridges bound round his chest and waist. Without exception, they were a wild, evil-looking set, and looking at their countenances one is at no loss to understand the outrages that have taken place in different parts of poor troubled Cathay when such men as these have suffered from any real or fancied grievance. They seemed to serve their purpose, however, for at all the stations everything was very orderly. The further the train penetrated into the heart of the country the more unsoldier-like did these guards become. At one place there was not one of the men that had a complete uniform, and it was not until Canton itself was reached that anything like a military smartness was manifested. At certain parts along the line the paddy-fields bear sad witness to the late floods. In many places nothing but huge expanses of water were to be seen, and although the surplus fluid is rapidly draining off, there is no doubt that the crops have been severely injured and much damage done. The peasants working along the line make one wonder at all kinds of things. What a wretched existence these poor creatures must lead! Dirty, ragged, unkempt and ignorant, working up to the knees in slush and mud, they can know but little more of the joy of life than the patient buffaloes assisting them in their toil. The apathy depicted on the faces of the people, especially the women, is appalling; they appear to take no interest in anything; doubtless the toil for their daily food leaves them no leisure or desire to know what goes on in the great world around them.

## ARRIVAL IN CANTON.

The train arrived at Tai Sha T'au considerably more than half an hour late. The station was crowded with soldiers armed to the teeth and every native passenger was subjected to a searching and a severe scrutiny. This process did not appear to be carried out any two gently either, and it is not difficult to understand with what ease a soldier can place an enemy in a dangerous position by merely breathing a few words of suspicion against him. The first noticeable thing after leaving the station is a range of temporary buildings acting as barracks and which appeared to be very full of men. At 7.30 p.m. the Bund and especially the eastern section of it seemed almost deserted except for a few sampans people and soldiers. Before the revolution the Bund was always crowded at this time of night; there were stalls innumerable and the place used to resemble a fair rather than a thoroughfare. All this appears to be changed, and although there were more people at the western end, it was far different from what it was in the old days. There is a strange indefinable change in the Canton streets of to-day. It is hard to say wherein this change lies, but it is evident to anyone who knew the city in past years. There appear to be fewer people out of doors; they appear to be graver than they were before and the

suspicion of one's neighbour—always so prevalent in China—seems to be increased.

## ARMED MEN IN THE STREETS.

The number of armed men about the streets is astonishing. In addition to police armed with swords, there are at every street corner men armed with rifles, and small patrols can be seen everywhere. In the whole city there must be several thousand men under arms, not counting those who are encamped round about. The presence of all these men is somewhat surprising. What is it the authorities fear? Surely there are not so many "bad characters" even in Canton as to warrant this manifestation of force? Or is it that those in power feel that the people are not so enamoured of the new régime as they would have one to suppose and that all this armed force is absolutely necessary to preserve the existing Government? A European gentleman whose work is wholly among the Chinese remarked to the writer that there is more open grumbling and dissatisfaction with the existing state of affairs than there was under the old Government. It is not that the people are out of sympathy with republican principles, but that they feel that they are not getting the benefits they imagined would come with the departure of the Manchus. So many thought that with the exit of the latter would come a time of profound peace, a total suppression of armed robbery, piracy, lessened taxation, a vastly increased trade, a boom in native manufacturers and work without stint for all, and in every one of these details the people have been disappointed.

## RESENTMENT AGAINST REFORMS.

The people are galled, moreover, by many of the innovations brought in by the new Government, excellent though some of them are. There is considerable resentment against the regulations of the new rudimentary Sanitary Board—a man who has pitched his rubbish into the street for years does not like to be suddenly told he must put it into a proper receptacle. The interference in the religious and social ceremonies of the people is far from relished except by the more enlightened few—and let it be remembered that the enlightened are but as a drop in the bucket when compared with the vast population of the province. The proposed debasement of Confucius from his exalted seat has caused a more than ordinary flutter in educational dovecotes, and thus both the enlightened and the unenlightened have a cause of complaint. The question of religion is one of peculiar interest just now. Old beliefs are being swept away; but what is to be substituted when the present wave of iconoclasm has passed? It is to be feared nothing but a gross materialism and self-satisfaction that makes the individual a god unto himself. Not long ago a Chinese youth brought to his English master an essay to correct and the subject was, "On the Limitation of the Power of God!" Little points like this show the trend of the thoughts of modern young China.

## EXECUTIONS.

The horrible surfeit of executions, many of them barbarous and revolting, has also done much to shock the people, for although the average Chinese does not place a very high value on human life, there is a limit even to his callousness. If tales current in the city are true the number of reported executions is but a fraction of what have really taken place, and it is somewhat significant that Wu Hon Man has recently given orders that there shall be no more public executions.

## THE FINANCIAL SITUATION.

The bank-note question in the city remains as acute as ever. Notes are only accepted at heavy discount and no one will touch them if he can avoid it. The multitudinous proclamations that have been issued concerning them seem but to have still further increased public distrust. The authorities are evidently hard put to it to make both ends meet and the Patriotic Subscription, though it has produced some thousands, has been by no means a success. To raise money the Government is said to be about to sell certain properties in the Old City that formerly belonged to the old Government. The financial question remains and is likely to remain, the most difficult question the Government has to face. Most of the people are greatly opposed to foreign loans, but they can suggest no other means of raising the money that is so urgently needed.

## EDUCATION.

There is a grand scheme for compulsory and, in the case of the poor, free education on hand, but where the money is to come from to finance the proposed schools is a mystery. Regarding this scheme some very peculiar rumours are current in the city to the effect that children under it may be drafted into other provinces to be taken from their parents, and that before long children will be forcibly removed from their homes and placed in the Government schools. This may

account for the high average attendance at many of the Hongkong schools, the boys being probably afraid to go back to their villages.

## WANT OF CONFIDENCE.

The various associations and societies are still busy at their usual scheming and contribute in no small measure to the prevailing want of confidence. The Chinese are very complimentary reports regarding even Sun Yat-sen's conduct in the province have been sent to Peking, while Wu Hon Man is said to be very much at variance with his advisers. While there is no saying how much truth there is in these statements they are by no means improbable, for many of the Chinese who are responsible for this kind of thing are at war with each other, and the fact that one society supports an official will be quite sufficient to secure his condemnation from another.

## SHAMEEN.

Shameen still possesses its sandbags, barbed wires and Baluchis, and in the maintenance of these safeguards the Consular authorities are doubtless wise. The Chinese seem much annoyed at the presence of our Indians, however, and uncompromising things are being said about the British for bringing them there. As an example of the astonishing tales that circulate among the Chinese, the following may not be without interest. According to them the British would come with the Manchus. So many thought that with the exit of the latter would come a time of profound peace, a total suppression of armed robbery, piracy, lessened taxation, a vastly increased trade, a boom in native manufacturers and work without stint for all, and in every one of these details the people have been disappointed.

## ANTI-REVOLUTION FEARED.

The rumours of an expected anti-revolution are still being heard, and that there is an anti-government if not anti-republican organisation is without doubt told he must put it into a proper receptacle. The interference in the religious and social ceremonies of the people is far from relished except by the more enlightened few—and let it be remembered that the enlightened are but as a drop in the bucket when compared with the vast population of the province.

## EUROPEAN DRESS AND BLUE BOOGLES.

The craze for European clothing appears to have bitten pretty deeply into the Cantonese, if one may judge by the number of shops bearing the magic sign *yeung* (foreign clothes). Some of these shops contain lay figures dressed in what they fondly suppose to be the height of European style. In a street near the railway ferry there is one with a black frock-coat, khaki trousers, collars and red tie, straw hat containing a large button ornamented with a likeness of Sun Yat-sen and the whole nicely set off with a pair of blue goggles. Many of the girls have also modified their style of coiffure, but I saw none so stylish as those to be daily seen in the streets of this Colony. Why is it that good-looking Chinese girls in Canton as well as here persist in disfiguring themselves with the atrocious blue goggles above mentioned?

## CHANGING SOCIAL CUSTOMS.

It is said that many ladies are now to be seen in company with their husbands and male relatives and that men and women visit public places together. At present this is not looked upon with any great amount of approbation, for while one section disapproves it as injurious to allow too much freedom to females, another ridicules it and contemptuously enquires why Chinese can so demean themselves as to *hak fan k'wei k'ui*, or imitate a foreign custom. It is time, however, that some of the prudish customs of these people became a thing of the past, and when a man is no longer ashamed of being seen in company with his wife or sisters he probably will in time become ashamed to seek female society among the ranks of the *demimonde*.

## "HISTORY" OR THE REVOLUTION.

What a wonderful history this old city has had, what ups and downs, what times of rejoicing, what times of ironized hate, what scenes of blood and fight! If anyone wishes to read a stirring tale he should get a copy of the book the literal title of which is "The Three Days' Killing." It tells how that when the ruthless Bannermen from the north sacked the city they killed high upon a million in the strife. It tells how a heroic monk raised eighteen gates in a series of fortifications in the west of the city to keep out the invaders, and how one by one the gates fell before the might of the conquerors. The spaces between these gates are still called *Pé*, such as *Shap Pat Pé*, and it tells how the carnage ceased through weariness at a spot now known as *Tee Yan Lane*, or Thankfulness Lane.

If over the complete history of the part Canton played in the revolution comes to be written some queer stories will doubtless be told. "Wheels within wheels" is but a faint simile to illustrate the mazes of Cantonese politics. Troubles days are doubtless ahead, but one may take heart of grace and remember that the old city with its romance and mystery, its craft and wickedness, has come safely out of many a terrible ordeal and will doubtless emerge triumphant from its present flood of difficulties.

A. G. B.

## THE UNIVERSITIES OF THE EMPIRE.

## ADDRESSES BY MR. BALFOUR AND SIR F. D. LUGARD.

Mr. Balfour, presiding at the afternoon sitting of the Congress of Universities of the Empire on the 4th inst., said the nature of the difficulty with which it was specially proposed to deal that afternoon would become apparent to everybody who put aside our ordinary current form of speech and remembered, that every one of them knew, that education was something much more than intellectual training or the acquisition of the whole man. They were allowed to forget this with relative impunity in Western Universities, because, in fact, the general training of the young was only in part carried out by the official teachers.

In this country they knew that the most important part of their training at the school or University was due to the collision of minds between the boys or the undergraduates.

They did not have it brought home to them that it was brought home to the teachers in Oriental Universities, that there was and must be a collision—not an irreconcilable collision—between the growth of scientific knowledge in all its branches and the traditions, beliefs, customs, which, after all, were the great moulding forces of social man. In the West the changes of knowledge and the changes of tradition had gone on by relatively small degrees. There had been in every case mutual adjustment; and the difficulties were hardly to be mentioned with those which necessarily came upon them when they brought in upon a society, unprepared with the long training they had gone through, generation after generation, the full stress and weight of modern scientific, critical, and industrial knowledge. He did not know that anybody, whatever his views might be upon education at large or the function which spiritual ideals and ancient custom had upon that training, was likely to underrate the violence of the effect which this sudden contrast must produce upon an ancient and a civilized country. This modern knowledge, remember, was not a thing which could be ignored or neglected by the East, for it came to them with all the enormous prestige which naturally resulted from great material successes. How, then, were they going to diminish the shock which this sudden invasion of a wholly alien learning must have upon the cultured society of the East? Any catastrophic change in the environment of an organism was about to inflict great injury upon the organism, even perhaps to destroy it altogether. On the other hand, if the change, however great, were gradual, if the organism was given an opportunity of making its own changes in correspondence with that change of environment, there was no reason why it should not flourish as greatly in the new as it did in the old surroundings. Here they were forced, however, to be catastrophic. It was impossible to graft by a gradual process, in the East, what we had got to by a gradual process in the West, which was suddenly carried full-blown, unchanged, and planted down, as it were, in these new surroundings. He did not profess even to suggest a solution of the problem; but there were certain methods which might be indicated that afternoon of mitigating dangers, and difficulties, inevitably incidental to what in the main would, he hoped, prove to be a great and beneficial revolution, but which in its inception and some of its incidental and accompanying characteristics was not without danger to some of the best and highest interests of the great Oriental races. (Cheers.)

SECTIONAL EDUCATION IN THE EAST.

Sir Frederick Lugard, Chancellor of the University of Hongkong, considered the problem of the education of Orientals, which was recently stated in the following terms by *The Times*:—"Can Western education divorced from all religious teaching supply a code of morality to take the place of the ancient indigenous codes of which a purely secular education tends to sap the inherited religious basis?"

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## NOTICE.

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BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPRADORE. Cash Security of at least \$50,000 required.

Apply to— A. B.

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Hongkong, 30th July, 1912. [948]

For SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ARCADIA."

Captain S. Barcham, will leave for Shanghai on THURSDAY, the 1st August, at 5 p.m.

For Freight or Passage, apply to

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 30th July, 1912. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Far Eastern News.

Leading Articles:

The Future of the Pacific.

Chinese Statistics.

Russian Treaty Engagements in China.

The Loan Negotiations.

Naval Rivalry.

The Opium Question.

Political Party Strike in China.

Random Reflections.

Hongkong News.

Local Sport.

Fighting in Tongkoo.

Crops in the Yangtze Valley.

Hotel Rivalry on the Harbour.

A Koho Shipping Accident.

The Charge Against an American.

The Morphine Case.

Alleged Harbour Thefts.

H. E. the Governor's Staff.

The Russian Far Eastern Ports.

The Republic of China.

Death of Mr. H. Oller dessen of Shanghai.

Great Fire at Shanghai.

Opium in Yunnan.

Manila Milk Condemned.

Shameen Municipal Council.

Post Office Embazement Case at Macao.

Trade and Finance in China.

Shanghai Trade.

Foreign Trade of the Philippines.

Hongkong, Canton and Macao Steamboat Co., Ltd.

The University Hostel of the Church Missionary Society.

The Interport Shoot.

The Siberian Mail.

Bishop Lander on China and her People.

Suicide of a European.

The Indo-China Steam Navigation Co., Ltd.

The Rising Port of Kyang Chau Wan.

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Hongkong, 30th July, 1912.

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A FIRST CLASS ARCHITECTURAL DRAUGHTSMAN with Sound Knowledge of Design and Construction.

Permanency and Good Prospects for Able Man.

White giving full particulars of age, experience, qualifications and Salary required to—

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Care of "Daily Press" Office.

Hongkong, 27th July, 1912. [942]

## WANTED.

A SSISTANT for an AERATED WATER FACTORY; some Knowledge of Machinery, and Experience in Handling Chinese Labour essential.

Apply— A. B. C.

Care of "Daily Press" Office.

Hongkong, 27th July, 1912. [943]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

## PUBLIC COMPANIES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY, the 11th July, to THURSDAY, the 1st August, 1912 (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong 11th July, 1912. [902]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 6th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.  
Hongkong, 12th July, 1912. [905]

## INTIMATIONS

## SHANGHAI CLUB.

APPLICATIONS are invited for the post of SECRETARY to the Club. The Secretary is not allowed to be a Member of the Club. Preference will be given to an applicant who is willing to reside in the Club, but the Committee are prepared to consider proposals to combine the work of Secretary with outside work.

— Apply by letter only, addressed to— THE CHAIRMAN,  
SHANGHAI CLUB,  
Shanghai, 20th July, 1912. [936]

NOTICE.

HONGKONG AND CHINA GAS CO., LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves.

More are being telegraphed, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY,  
Local Secretary.  
Gas Office, Hongkong,  
9th July, 1912. [966]

IN THE MATTER of the COMPANIES ORDINANCE No. 1 of 1905, and  
IN THE MATTER of GEO. FENWICK AND COMPANY, LIMITED, (In LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance No. 1 of 1905 that a GENERAL MEETING of Members of the above-named Company will be held at the Offices of the Liquidators, No. 5, Queen's Road Central, First Floor, at 12 o'clock Noon on WEDNESDAY, the 31st July, 1912, for the purposes provided for in the said Section.

PERCY SMITH, SETH & FLEMING,  
Liquidators,  
5, Queen's Road Central.  
Hongkong, 19th July, 1912. [922]

## WHEN IN DOUBT PLAY TRUMPS."

OUR "HALF PRICE OFFER," suggested by the recent POLICE RAID ON NEWSBOYS, will remain in force for a few days only.

If in doubt, settle the matter at once by sending in your name to be added to our subscription list before it is too late to secure the reduced rate—\$1.50 per month.

THE HONGKONG TELEGRAPH,  
Hongkong, 26th July, 1912. [937]

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Try our

## AUSTRALIAN LAMB.

You will be delighted with the result.

THE

DAIRY FARM CO., LTD.

[30]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## FURNISHING DEPT.

## JUST RECEIVED:

## LACE CURTAINS

and

## MADRAS MUSLINS

IN NEW DESIGNS.

## CASEMENT CLOTHS

## THE LATEST SHADES.

## ART LINENS

AND

## CRETONNES

SEND FOR PATTERNS.

## LANE, CRAWFORD &amp; CO.

[51]

## AUCTION

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1912, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARCELLED LANDS, Below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

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LIVER DISEASE IN CHINA.  
ITS CURE AND PREVENTION.

This complaint which, most probably, begins with pain in the right side and shoulder, fever, nausea, constipation and semi-jaudiced skin, is far too serious to be ignored, and such symptoms should cause the sufferer to seek the nearest medical aid. In places where this cannot be readily obtained, however, "free purgation with calomel, compound jalap powder or sulphate of magnesia, fomentations over the side and very spare diet, excluding meat and alcohol, will," to quote that distinguished medical authority, Sir Joseph Fayrer—"probably give relief, and may stave off inflammation and consequent abscess."

In these cases, diet exercises an important influence, and European sufferers are apt to feel particularly weak when they first exclude the meat and alcohol to which they have been accustomed. This feeling can, however, be relieved with consummate ease by the simple process of using Sanatogen. Consisting of 95 per cent. of the body-building part of pure milk, chemically combined with 5 per cent. of glycerophosphate of sodium—the form in which phosphorus is found in the nervous system—Sanatogen supplies a concentrated nourishment for brain and body, blood and nerves, in the condition in which it can be most readily absorbed by the tissues.

Moreover, Sanatogen is so easily digested that it puts no strain on the disordered stomach and liver, and it rapidly brings about that feeling of well-being which is so essential for the vigorous enjoyment of life. These statements can all be easily verified, for every reader must have among his acquaintances many people who have derived benefit from Sanatogen, since it is so universally used in China, both by the advice of the physician and on the recommendation of those who have themselves derived benefit from its revigorating, revitalising and curative power. One of the most distinguished physicians in Calcutta writes:—"I am using Sanatogen in a case of disordered liver, sleeplessness and gastric derangements with cerebral neurasthenia. I am glad to inform you that the patient is nearly all right."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to Messrs. A. WULFING & CO., 6, Kuklung Road, Shanghai.

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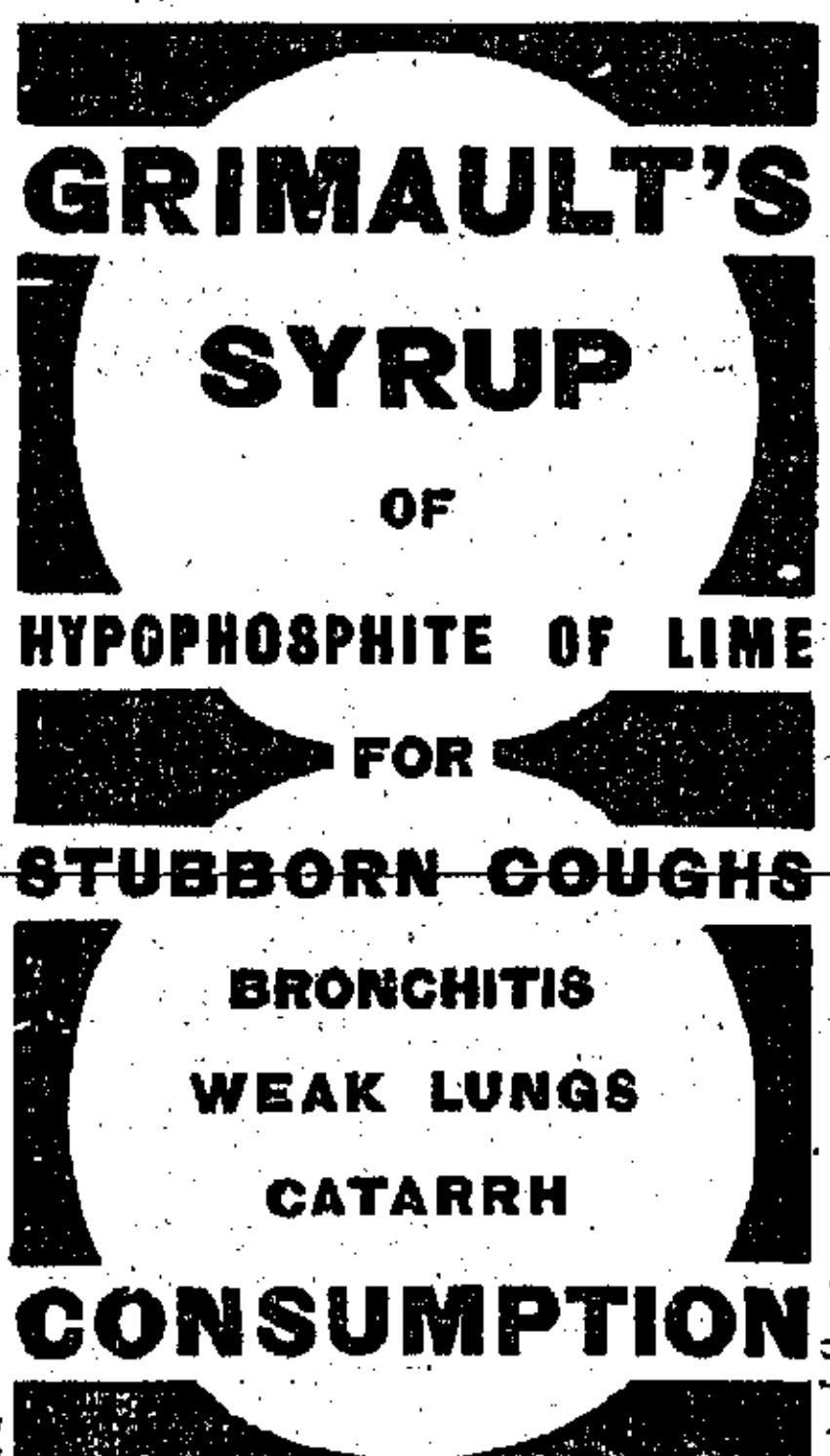
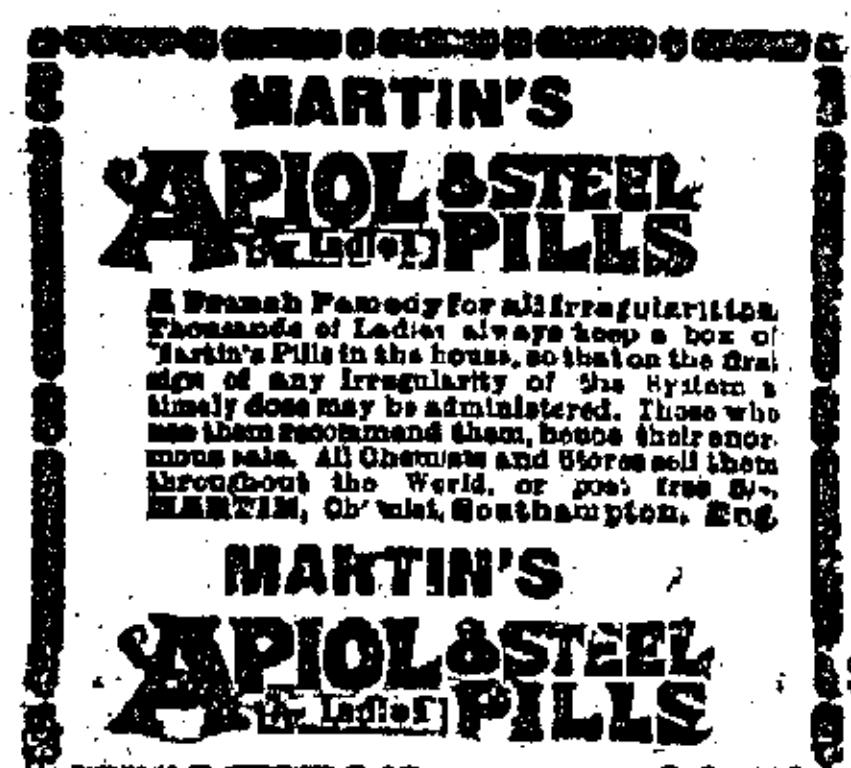
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ALEXANDRA BUILDINGS.

[879]



THE NEW FRENCH REMEDY. No. M-2 No. 1 price 2/- leading  
**THERAPION**  
BLOOD POISON, KIDNEY, BLADDER, UTRINARY, CURE,  
ENRICHED, WEAKNESS, PILLS. SEND STAMP ADDRESS  
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TEN NEW DRUGS! EASY TO TAKE  
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SEE THAT TRADE MARKED WORD "THERAPION" IS ON  
BOTTLE. PRINTED TO ALL COUNTERPACKETS.

## CUSTOMS COMMISSIONERS AND THE REVOLUTION.

The Commissioners and Acting Commissioners of Customs of the Yangtze Ports, in their Trade Reports for 1911 just issued by the Maritime Customs, all give interesting accounts of the Revolution as it affected their districts.

Mr. E. von Strach, the acting Commissioner for Chungking, writes:

The closing months of 1910 and the earlier half of 1911, with an easy money market and the prospect of a bumper rice crop, presented so favourable an outlook that, despite the inevitable loss occasioned by the prohibition of the export of native opium, a record in the figures for the trade of the year was expected. These hopes were crushed by the political developments. The decision, in May, of the Central Government to nationalise the trunk railways of China brushed aside the provincial railway company, with its widespread interests, and aroused strong opposition. A league for the preservation of the control of the railway was formed, with its head-quarters at Chengtu and branches all over the province. It rallied the people under its flag and moulded public opinion into one compact wall hostile to the Government: man, woman, or child stood outside. On the 24th August, resistance against the wishes of the Government took the form of a general cessation of trade at Chengtu; and as this did not produce the desired result, on the 7th September a meeting of the league delegates was convened and further coercive measures were decided upon. The Viceroy, Chao Erh-feng, who took over the seals of office when the movement had already attained large proportions, did not in the beginning oppose the popular demand; but, in view of the uncompromising attitude of the Central Government, he finally adopted repressive measures.

He arrested the leaders of the league at the meeting on the 7th September and when the people tried to enter his yamen they were fired upon, and Chengtu was placed under military control. At daybreak on the 9th September numbers of armed country people appeared outside the city gates of Chengtu, were fired upon by the troops, and dispersed. It was soon

found that the whole country around the provincial capital was warming with them. They were armed with spears and the ordinary native-made rifles, and on their flags and uniforms were described, i.e., soldiers willing to lay down their lives for the sake of the railway. They were well organised and held under good discipline and control. These people, though unable to force an entry into Chengtu, succeeded in entirely cutting off the capital from the outside world for 10 days, when the troops managed to open communications only with Chunking. Though always victorious wherever they met the railway league forces, the troops were unable to clear the country to the north and west of Chengtu. The league drew its resources of men and money from an area much wider than it actually held. How many men were enrolled under its flag, it is, of course, impossible to do more than guess, but it is safe to assume that they numbered many tens of thousands.

Almost every city and town west of the Kialing River and north of the Yangtze assisted the movement, by declaring a cessation of trade, for longer or shorter periods, as a protest against the action of the Government and as a manifestation of sympathy with the league. The situation in Chungking and other places down river, though not directly affected, was nevertheless critical, as the officials, with the Viceroy besieged in his own capital, had no quarter to look to for assistance against the ever-growing unrest.

Matters having reached such an impasse, His Excellency Tuan Fang, the Director General of Imperial Railways, by order of the Peking Government, proceeded to Szechwan, there to conclude a working arrangement with the railway league. He arrived here on the 13th October, the very day on which the news of the outbreak at Wuchang was received. He immediately entered into communication with the leaders of the railway league at Chungking, and, though greatly hampered through being the Director General of Imperial Railways, which department was to absorb the Szechuan Railway Company, and through being a Manchu, he succeeded by a very conciliatory attitude in winning them over to his side and in arriving at a working arrangement. He then deputed some of the local gentry to communicate with, and to endeavour to induce, the leaders of the railway league in the capital and other places also to accept that arrangement; but in this he failed. The news that province after province had proclaimed its independence from Manchu rule had spread over Szechuan, and the psychological moment, when a settlement was perhaps still possible, had been lost. In spite of the arrival of troops from Hupeh, Kweichow, and from Tibet, the forces of the railway league continued to extend their sway. The troops were unable to cope with an enemy who dispersed at one place merely to reassemble at another. The number of men under the banners of the railway league also greatly increased; but many of the new recruits were bad characters, who, simply used the name of the league to cover their pillaging and burning of cities and hamlets. The well-to-do people in the country fled into the cities and the well-to-do in the cities fled into the country; panic reigned everywhere. With such conditions prevailing in the province, a special militia was formed by the gentry of Chungking, about the middle of October, for the protection of the city. The officials were not allowed to interfere or co-operate; what little authority they still held thus entirely vanished, and it was evident that on the least impulse their rule would finally be overthrown. The opportunity came when, on the 22nd November, 200 old soldiers, who a few days previously had thrown off their allegiance to the Manchu Government, arrived outside the city. The officials withdrew from their offices, the rebel soldiers were admitted, and Chungking became Republican, without a shot being fired. A Szechuan Military Government was formed, consisting of seven Boarders, under a President and a Vice-President,

WM. POWELL,  
LTD.

TELEPHONE 346.

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BED VALANCES.

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AND WELL-ESTABLISHED  
PRIVATE ENTERPRISES  
REQUIRING CAPITAL.

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both as to capital and income.

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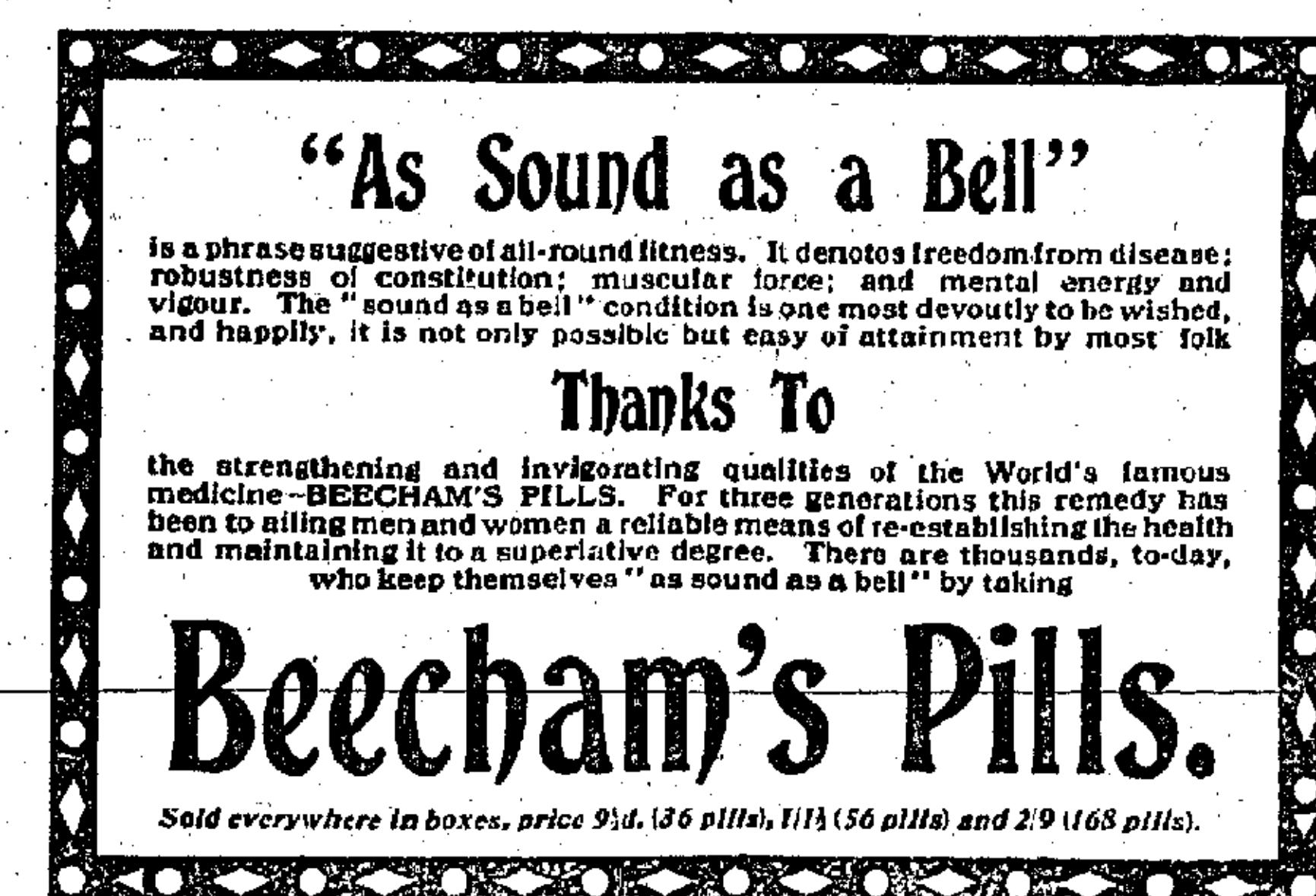
As a precaution against the constant risk  
of infection, remember that washing with

CALVERT'S  
No. 5 Carbolic Soap

is a healthy habit, for either personal use or  
household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

[470]



all its members being of the Republican party. At Chengtu, on the 27th November, the Viceroy, Chao Erh-feng, handed over the reins of government to the President of the Provincial Assembly, Pu Tien-tsun and a Military Commander, Chu Ching-lan. Their rule, however, was overthrown as early as the 8th December, in connection with a military revolt. Chengtu was under mob rule for a number of days, and order was only restored after large bands of the old railway league forces and of the old secret society, the Ko-ho-hui or Pao-kuei, had entered the city. A new Government, a second, was established, under a President also belonging to the Republican party. In the meantime a third Szechuan Military Government had been established at Luchow, an important trade centre above Chungking. The existence of three rival Governments in Szechuan greatly complicated affairs in the province, but at the time of writing, both Luchow and Chungking had ceded the premiership to Chengtu. The situation was further aggravated by the presence in the province of several thousand of Yunnan and Kweichow troops; friction between them, the forces of the old railway league, and the local people culminated in fights at various places, and, at times even greater conflicts seemed almost inevitable. Add thereto the lack of Government funds and the sudden accession of strength to the Ko-ho-hui, and it will be seen that very careful handling will be required to avoid a still greater chaos.

His Excellency Tuan Fang, after his efforts to win over the railway league had failed, left Chungking for Chengtu. He, however, remained at Tewchow where, on the 27th November, he was murdered by the Hupeh soldiers of his military escort. The Viceroy, Chao Erh-feng, after the establishment of the Republican Government at Chengtu, was executed on the 22nd December, and his head was paraded through the streets of that city. Almost all the Protestant missionaries residing in the province had by this time departed down river, the total number of refugees, missionaries and others, who left the province via Chungking amounting to 542.

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPORTS  
A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST  
is given in the

HONGKONG WEEKLY  
PRESS,  
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letter to the World.

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SalesOver 1,000,000  
dozen bottles.BOTTLING of  
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The Original Bottles of Bass' Ale.

M. B. FOSTER & SONS, LTD.  
LONDON.

[172]

GARNER, QUELCH & Co.,  
SOLE AGENTS.

TELEPHONE 636.

## NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamer "BRAEMAR."

From GLASGOW, LIVERPOOL AND  
STRAITS.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of Holt's Wharf at  
Kowloon, whence or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 30th inst. will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 22nd  
prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to  
be left in the Godowns where they will be  
examined on the 30th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,  
Aratura.

Hongkong, 22nd July, 1912. [972]

FROM EUROPE.

THE "HANSA" Steamer

"GOLDENFELS."

Captain Diedrichsen, having arrived, Consignees  
of Cargo are hereby informed that their  
Goods are being landed and placed at their risk  
in the hazardous and/or extra-hazardous Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.

Optional Cargo will be forwarded on unless  
information is received from the Consignee  
before Noon To-day requesting it to be  
landed here.

No Claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 31st July will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns where they will be  
examined on the 31st July, at 9.30 A.M.

All Claims must reach us before the 7th  
August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

Optional Cargo will be carried on unless  
notices to the contrary are given To-day.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 31st inst. will be subject  
to rent.

All broken, chafed, and damaged Goods must  
be left in the Godowns, where they will be  
examined on the 30th inst., at 9.30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by us in  
any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Ferdinand" from Stettin.

Ex.s.s. "Mecklenburg" from Havre.

Ex.s.s. "Nordborg" from Norrkoping.

Ex.s.s. "Theresia et Marie" from Bordeaux.

Ex.s.s. "Michel" from Bördeax.

Ex.s.s. "Albania" from Göteborg.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th July, 1912. [389]

SWEDISH EAST ASIATIC CO., LTD.,  
GOTHENBURG.

## NOTICE TO CONSIGNEES.

THE Steamer

"YEDDO."

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra-hazardous Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, Kowloon,  
and Godown, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 2nd Aug. will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 2nd Aug., at 9.30 A.M.

All Claims must reach us before the 7th  
Aug., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

AETHURE NILSSON & Co.,  
Agents.

Hongkong, 26th July, 1912. [941]

AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

From NEW YORK, COLOMBO AND  
SINGAPORE.

PRANA&lt;/div

## WEATHER REPORT.

On the 27th at 11.50 p.m.—The depression over N.E. China has deepened slightly. Pressure has increased moderately over Tongking, N. Annam, the S Philippines, but has decreased slightly over Formosa.

No return from Japan.

An area of low pressure lies to the West of N. Luzon. Should it develop into a typhoon, present conditions indicate that it will travel north or north-westward.

Light or moderate S. winds are indicated along the E. coast of China, and moderate E. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

## DISTRICT FORECAST.

Hongkong & Neighbourhood	N.E. winds, freshening.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lantau	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

E. to N.E. winds, moderate; fair.

## CHINA COAST METEOROLOGICAL REGISTER.

29th JULY, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.
V'P'stock	7 a.	29.75	67	92	—	0	b	
Nemuro	6 a.	—	—	—	—	—	—	
Hakodate	—	—	—	—	—	—	—	
Takio	—	—	—	—	—	—	—	
Koiki	—	—	—	—	—	—	—	
Nagasaki	—	—	—	—	—	—	—	
Kagoshima	—	—	—	—	—	—	—	
Oshima	—	—	—	—	—	—	—	
Naha	—	—	—	—	—	—	—	
Ishigami	—	—	—	—	—	—	—	
Bonin Is.	—	—	—	—	—	—	—	
Chefoo	—	—	—	—	—	—	—	
Weihaiwei	6 a.	29.64	78	95	E.W.	2	c	
Hankow	—	—	—	—	—	—	—	
Kuklung	—	—	—	—	—	—	—	
Shanghai	—	29.74	81	100	SSW	1	b	
Gulf of	—	—	—	—	—	—	—	
Sharp Peak	7 a.	29.62	82	85	S	1	b	
Anny	—	29.84	84	72	—	—	—	
Swatow	—	29.84	80	87	SE	4	c	
Tainku	—	29.82	82	86	SE	4	c	
Taichu	—	29.81	81	84	—	—	—	
Tainan	—	29.82	81	84	E	6	—	
Kota Kinabu	—	29.81	80	85	W	1	b	
Petra de	—	29.82	80	85	W	1	b	
Canton	9 a.	29.65	86	85	W	1	b	
Hongkong	—	29.82	80	92	SW	4	c	
Vict. Peak	7 a.	29.60	79	84	ENE	2	b	
Gap Rock	6 a.	29.60	79	84	E	1	b	
Macao	—	29.80	79	84	NNW	1	b	
Wuchow	9 a.	29.66	83	83	SE	1	b	
Holloway	—	—	—	—	—	—	—	
Palholi	—	—	—	—	—	—	—	
Philin	6 a.	29.83	77	82	NB	2	c	
Tourane	—	29.77	75	82	SW	4	c	
C. St James	—	29.83	75	82	SW	4	c	
Aparsi	—	29.73	75	82	E	1	b	
Manila	—	29.75	75	82	—	—	—	
Legaspi	—	29.78	75	82	—	—	—	
Bacolod	9 a.	—	—	—	S	1	b	
Holilo	—	29.83	79	82	SW	1	b	
Cebu	—	29.65	83	82	SW	1	b	
Luzon	—	29.86	83	82	—	—	—	

T. F. CLAXTON, Director.

Hongkong Observatory, July 29th, 1912.

1. BAROMETER, reduced to 32° degrees Fahrenheit on the level of the sea in inches, tenth and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, a blue sky = dry, a cloud, a drizzling rain, f. = fog, a mist, h. = lightning, o. = overcast, v. = visibility, w. = dew (wet).

o. RAIN in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTERY.

Hongkong Observatory July 29th.

Previous On Date/Cn Dat-

Day at at

at 2 p.m. 6 a.m. at 2 p.m.

29.83 29.82 29.76

Barometer 29.83 29.82 29.76

Temperature 87 80 89

Humidity 71 92 56

Wind Direction East — East

Foresi 2 0 2

Weather o 9 b

Rain 0.00 —

Highest open air Temperature on 28th. 88

Lowest open air Temperature on 28th. 81

## HONGKONG TIDE TABLE

From 30th July to 5th August, 1912.

## HIGH WATER.

## LOW WATER

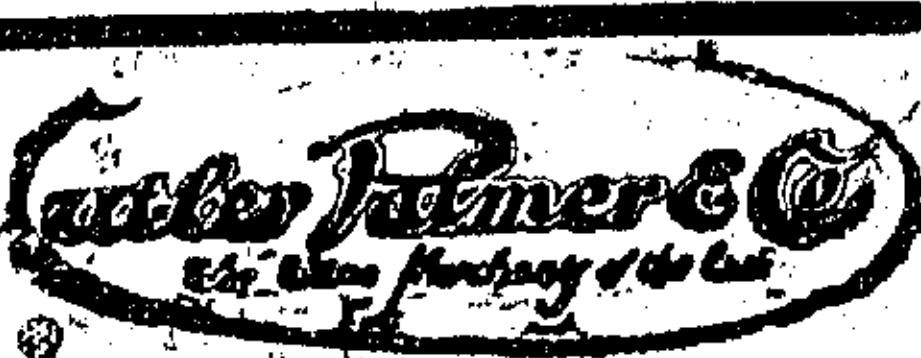
Days	Wks	Month	H'kong Mean Time.	Height	H'kong Mean Time.	Height	
Tues.	30	9 20 a.	2 24	3 2	9 20 a.	3 2	
Wed.	31	11 30 a.	4 0	4 48	0 5	11 30 a.	4 0
Thurs.	1	9 56 a.	7 2	3 22	8 1	10 33 a.	5 1
Fri.	2	11 48 a.	4 1	5 20	3 1	12 00 a.	4 1
Satur.	3	10 33 a.	7 0	3 59	1 1	1 00 a.	3 0
Sun.	4	1 0 8 a.	4 2	4 36	1 1	2 00 a.	2 1
Mon.	5	1 12 a.	6 6	6 21 a.	1 4	3 00 a.	3 1
		11 03 a.	4 4	5 15	1 9	4 00 a.	2 4
		11 33 a.	4 4	5 49	1 9	5 00 a.	2 4
		1 0 37 a.	5 5	6 15	2 4	6 00 a.	3 2
		1 29 a.	4 8	7 40 a.	2 8	7 00 a.	2 8

## WITH DOG AND GUN IN THE NEW TERRITORY.

BEING the Series of Articles contributed to the "HONGKONG DAILY NEWS" by the "Spartan," reproduced in book form.

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Hongkong, 29th October, 1910.



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47-1 HONGKONG AND CHINA.

HOTELS.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr F. W. Ashurst	Mr O. C. Kuan
Mr A. T. Barberini	Mr F. Lange
Mr C. D. J. Bell	Mr E. Lebas and family
Mr G. A. Bone	Mr A. Mac Donald
Mr N. F. Blanch	Mr D. Mariett
Mr W. Boe sneek	Mr W. Marshall
Mr F. S. Cartwright	Mr E. Mrs. Noel
Mr F. de Charette	Mr Mc Intyre
Mr F. & Mrs. B. B.	Mr C. W. McKenna
Mr F. & Mrs. B. C.	Mr B. K. Motha

## SHIPPING

## ARRIVALS.

CHANGCHOW, British str., 1,210, H. Trowbridge, 28th July—Chefoo 23rd July, General—Butterfield & Swire.  
CHINA, British str., 1,440, Walker, 28th July—Shanghai 25th July, General—Butterfield & Swire.  
KAMO MARI, Japanese str., 5,264, F. L. Sommer, 26th July—Shanghai 26th July, General—Nippon Yusen Kaisha.  
KUMSANG, British str., 1,470, W. F. Richard, 29th July—Shanghai 26th July, General—Jardine, Matheson & Co.  
MONGOLIA, American str., 5,730, Emery Rice, 29th July—San Francisco 26th June, Mail and General—Pacific Mail S.S. Co.  
NIKKO MARI, Japanese str., 3,439, M. Tagi, 26th July—Manila 26th July, Flout and General—Nippon Yusen Kaisha.  
PALEMBANG, Dutch str., 1,110, P. Jansen, 28th July—Balik Papan 21st July, Bulk Oil—Asian Petroleum Co.  
POLYNESIEN, French str., 3,643, E. Lassine, 26th July—Shanghai 26th July, General—Messageries Maritimes.  
QUARTA, German str., 1,145, H. Modner, 29th July—Saigon 25th July, N.H. Sander—Wieland & Co.  
SIKONG, French str., 615, E. de Catalano, 25th July—Hainan 26th July, General—Messageries Maritimes.  
VLADEK, Russian str., 3,191, Kamianchansky, 25th July—Odessa 17th June, General—Order.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

JULY 29TH.  
HONGKONG, French str., for Pakhoi.  
MATHILIC, German str., for Haiphong.  
PALEMBANG, Dutch str., 1,110, P. Jansen.  
SHANTUNG, British str., for Kolo.

## DEPARTURES.

JULY 29TH.  
CHANGCHOW, British str., for Canton.  
CHINHUA, British str., for Yokohama.  
KWANGHEE, Chinese str., for Canton.  
NILE, American str., for San Francisco.  
YUSHUN, Chinese str., for Canton.

SHIPPING REPORTS.  
The British str. *Changchow* reports: Light winds and fine clear weather during passage.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The T.K.K. str. *Tenyo Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 12th August.

THE AUSTRALIAN MAIL.  
The E. & A. str. *Alderman* left Sydney on the 8th July, for this port via Queenland Ports and Manila.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 19th August.

THE CANADIAN MAIL.  
The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 24th July, p.m.

THE ENGLISH MAIL.  
The P. & O. str. *Ariadna* left Singapore for this port on the 26th July, at 8 a.m. with the outward English mails, and is due here on the 1st August, at about 6 a.m.

THE GERMAN MAIL.  
The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 10th July, left Colombo on the 27th July, p.m., and may be expected here on or about 7th August.

THE INDIAN MAIL.  
The Apcar str. *Ariatoo Aycar* left Calcutta on the 14th July, and may be expected here on or about the 30th July.

MERCHANT STEAMERS.  
The A.L str. *Forwards* left Singapore for this port on the 24th July, a.m., and will arrive here on the 30th July.

The N.Y.K. str. *Yavata Maru* (Australian Line) left Nagasaki for this port on the 26th July, and is expected here on the 30th July.

The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 26th July, and is expected here on the 30th July.

The A.L str. *Silesia* left Shanghai for this port on the 26th July, and will arrive here on the 30th July.

The H.A.L str. *Suevic* left Singapore on the 27th July, p.m., and may be expected here on or about the 1st August, p.m.

The O.S.K. str. *Seattle Maru* from Tacoma arrived at Manila on 27th July, and will leave again for this port on 29th July, and is due here on 1st August.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Kobe for this port on the 26th July, and is expected here on the 2nd August.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.

The N.Y.K. str. *Kokomo Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 26th July, and is expected here on the 4th August.

The T.K.K. str. *Nippon Maru* arrived at Yokohama from Honolulu on the 23rd July, and is due to arrive here on the 2nd August.

The str. *Glenloch* passed the Suez Canal on the 16th July, for Hongkong via Straits.

The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.

The "Hon Line" str. *Bengtoe*, from Middlesbrough, left Singapore in the 26th July, for this port.

INDO-CHINA STEAM NAVIGATION CO. LTD., *Fookang*, from Singapore, is due in Hongkong 26th July.

BRITISH INDIA STEAM NAVIGATION CO. LTD., *Itala*, from Singapore, is due in Hongkong 1st August.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VEHICLE'S NAME	FLAG & CO.	DEPTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON, VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, E.N.E.	P. & O. S. N. CO.	On 3rd August, at Noon.
LONDON & ANTWERP VIA SINGAPORE, E.O.	PEBA	Brit. str.	—	S. Finch, E.N.E.	P. & O. S. N. CO.	About 7th Aug.
LONDON, LEITH & ANTWERP	PEMBROKESHIRE	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	About 10th August.
HARVE, ROTTERDAM & HAMBURG, &c.	EVEREST BURROW	Cer. str.	E. W.	Jüger	HAMBURG-AMERIKA LINE	On 13th August.
GOLDENFELS	—	Ger. str.	E. W.	Diedrichson	HAMBURG-AMERIKA LINE	On 23rd August.
BEISGAVIA	—	Ger. str.	E. W.	Grenzenbrück	HAMBURG-AMERIKA LINE	On 5th September.
SEUVIA	—	Ger. str.	E. W.	—	HAMBURG-AMERIKA LINE	On 11th September.
KANO MARU	—	Ger. str.	E. W.	F. L. Sommer	HAMBURG-AMERIKA LINE	To-morrow, at Daylight.
SILESIA	—	Ger. str.	E. W.	Ernest	HAMBURG-AMERIKA LINE	On 11th August.
SILESIA	—	Ger. str.	E. W.	K. Asakawa	HAMBURG-AMERIKA LINE	To-day, at 4 P.M.
SEATTLE MARU	—	—	—	—	OSAKA SHOSEN KAISHA	On 6th Aug., at 1 P.M.
MEXICO MARU	—	—	—	—	OSAKA SHOSEN KAISHA	On 17th Aug., at 1 P.M.
PRINCESS ALICE	—	—	—	—	MELCHERS & CO.	On 7th Aug., at Noon.
TRIESTE, VIA SINGAPORE, E.C.	—	Aus. str.	—	—	SANDER, WIELER & CO.	To-morrow.
NEW YORK, VIA SUEZ CANAL	—	—	—	—	DODWELL & CO., LTD.	On 19th August.
BOSTON & NEW YORK	ATHOLL	Am. str.	—	W. E. Kelway	JARDINE, MATHESON & CO., LTD.	About 23rd August.
BOSTON & NEW YORK	—	Am. str.	—	R. Linklater	THE BANK LINE, LIMITED	About 10th September.
BOSTON & NEW YORK	—	Am. str.	—	W. Frass	HAMBURG-AMERIKA LINE	About 30th inst.
DACRE CASTLE	—	Am. str.	—	—	DODWELL & CO., LTD.	On 9th August.
MONTEAGLE	—	Am. str.	—	—	—	About 31st Aug.
EMPEROR OF INDIA	—	Am. str.	—	—	—	Ahead 19th Sept.
MONGOLIA	—	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 3rd Aug., at 6 P.M.
NIPPON MARU	—	Am. str.	—	—	PACIFIC MAIL SS. CO.	On 24th Aug., at 6 P.M.
PERSIA	—	Am. str.	—	—	TOYO KAISEN KAISHA	On 6th Aug., at 1 P.M.
YAWATA MARU	—	Am. str.	—	—	PACIFIC MAIL SS. CO.	On 13th Aug., at Noon.
COBENZ	—	Am. str.	—	—	NIPPON YUSEN KAISHA	On 27th Aug., at 1 P.M.
EASTERN	—	Am. str.	—	—	GIBL, LIVINGSTON & CO.	On 2nd Aug., at Noon.
HABON CANDOR	—	Am. str.	—	—	FOYO KISEN KAISHA	On 16th Aug., at 9 A.M.
KITO MARU	—	Am. str.	—	—	SANDER, WIELER & CO.	On 17th Aug., at Noon.
VORWARTHER	—	Am. str.	—	—	DAVID SASSOON & CO., LTD.	On 2nd Aug., at D'light.
KAGI MARU	—	Am. str.	—	—	MELCHERS & CO.	To-morrow, at 5 P.M.
APRILTON APOLAR	—	Am. str.	—	—	—	On 5th August.
PRINZ SIGISMUND	—	Am. str.	—	—	—	About 20th Aug.
NIPPON YUSEN KAISHA	—	Am. str.	—	—	—	To-morrow, at Noon.
NIKKO MARU	—	Am. str.	—	—	—	Quick despatch.
TIKAN	—	Am. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 6th Aug., at Noon.
CHEONGSHING	—	Am. str.	—	—	—	On 8th Aug., at 4 P.M.
WEIHAIWEI CHEFOU & TIENSIN	—	Am. str.	—	—	—	On 2nd Aug., at Noon.
SHANGHAI VIA NINGPO	—	Am. str.	—	—	—	To-morrow.
SHANGHAI, MOJI & KOBE	—	Am. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 1st Aug., at 4 P.M.
SHANGHAI	—	Am. str.	—	—	—	On 1st Aug., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	—	Am. str.	—	—	—	On 1st Aug., at 5 P.M.
SHANGHAI	—	Am. str.	—	—	—	On 2nd Aug.
SHANGHAI, KOBE & YOKOHAMA	—	Am. str.	—	—	—	On 3rd Aug., at M'night.
SHANGHAI	—	Am. str.	—	—	—	On 4th August.
ANHUI	—	Am. str.	—	—	—	About 6th Aug.
BOHEMIA	—	Am. str.	—	—	—	About 7th Aug.
SADDINIA	—	Am. str.	—	—	—	On 12th Aug.
KLEIST	—	Am. str.	—	—	ARTHUR NILSSON & CO.	About 20th August.
NIPPON	—	Am. str.	—	—	—	About 25th August.
DEN OF GLAMIS	—	Am. str.	—	—	—	Quick despatch.
TIKINI	—	Am. str.	—	—	—	To-morrow, at Noon.
FOOCHOW VIA SWATOW & AMOY	—	Am. str.	—	—	—	On 7th Aug., at 10 A.M.
SWATOW VIA SWATOW & AMOY	—	Am. str.	—	—	—	On 4th Aug., at Noon.
SWATOW, AMOY, NINGPO & SHANGHAI	—	Am. str.	—	—	—	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 2nd Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 5th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 8th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 11th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 14th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 17th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 20th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHEW	—	Am. str.	—	—	—	On 23rd Aug., at 11 A.M.